

# 2017/2018 SUBSCRIPTION RENEWAL FORM

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## WHEN DUE

**1st APRIL 2017**

Standard electronic Membership (Newsletters online – magazines by post) **£44**

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SUSPENSION DATE

**30<sup>th</sup> APRIL 2017**

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or  
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**IMPORTANT:** Any members paying by credit card direct to the Membership Secretary  
Please do **NOT** send credit card details by e-mail.

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Hartley Wintney, Hants RG27 8RN TEL: +44 (0)1252 845451**

I enclose my cheque for **£44 or £59** (**please state which choice**) made payable to **Lagonda Club Ltd**  
for the Club subscription year 2017/2018

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**IMPORTANT:** If paying by credit card direct to the Membership Secretary please do **NOT** send details by e-mail



# NEWSLETTER

MEMBERSHIP SECRETARY:  
Colin Bugler, Wintney House  
London Road, Hartley Wintney  
Hants, RG27 8RN  
Tel 01252 845451  
email: [admin@lagondaclub.com](mailto:admin@lagondaclub.com)

Written By:  
Margaret Brewster

No 441  
February 2017

## February

- 19<sup>th</sup> LC W Midlands Area Lunch with VSCC Wixford, Warks The Golden Cross (Contact Robin Balmain 01531 640166)  
18<sup>th</sup> LC Anglia Area Lunch Meet – The Golden Ball Boxworth (J Stoneman 01353 649494)  
18<sup>th</sup> VSCC Pomeroy Memorial Trophy Silverstone, Towcester

## March

- 18<sup>th</sup> LC Anglia Area Lunch Meet – The Golden Ball Boxworth (J Stoneman 01353 649494)

This month we have our first letter from a lady member, Margaret Brewster, titled Travels in a Fire Engine. The whole Brewster family is very much involved with vintage cars and one Lagonda in particular, as she recounts.

On Wednesday 14th October 1987 Terry and I had arranged to go to London to meet some friends to go to the theatre, out for supper and then stay the night in Chelsea. We had a couple of hours to spare before we all met up and so discussed what we might do. I suggested a visit to Coys showroom, never having been before, and so we set off for Queens Gate. The windows were full of Bentleys, Alfa Romeos and Talbots but in the middle of the display was a lovely, very large, bright red Lagonda LG45 Le Mans Replica with its P100 headlights enticing Terry to come closer. It was love at first sight and we both instinctively smiled.

We duly met our friends and continued the evening as planned but Terry tossed and turned all night and I guessed what was keeping him awake. The next day we drove home back to Worcestershire little knowing that a hurricane would arrive in London overnight, leaving a huge trail of devastation all over the south of England. Terry returned to work on the Friday morning and I had a telephone call at home around 11am to say that I was now the joint owner of a 1937 bright red Lagonda, affectionately known in the Lagonda Club as 'The Fire Engine', and so started a 30-year exciting relationship and period in our lives.

Arrangements were made to go to London to collect the car 10 days later. Gregor Fiskens, who worked for Coys at the time, took Terry out around Hyde Park to show him the intricacies of the Lagonda, whilst carefully dodging the huge trees that had been brought down in the storm. Terry drove it home, grinning from ear to ear, and spent the winter happily fettling.

In June the following year we decided that we would go on our first touring holiday in the Lagonda to Brittany. We had a marvellous time with lovely weather and covered about 1500 miles. People smiled, applauded and cheered when we drove through the various towns and villages. Whilst staying in Pont Aven for a few days in a small, family-owned hotel Madame insisted that the local newspaper photographer came to shoot the car in their courtyard. The picture was immediately displayed in their entrance hall and our daughter Georgie confirmed that it was still there when she visited some years later.

Later that summer the car went to Peter Whenman's to have the engine prepared for racing. Initially, Terry decided that he would race The Fire Engine at the VSCC Meetings at Silverstone, Donington Park, Oulton Park and Mallory; and would hill climb the car at Shelsley, Prescott and Loton Park. He was then persuaded to try both Wiscombe Park and Pembrey. The first time at Pembrey, we drove there and back and competed all in one day which was quite a challenge: a sign-in time of 8am meant leaving home very early with a picnic and tools packed. On arrival at Pembrey, my job was to charge around the paddock trying to beg, borrow or steal a spanner or spare part which had been forgotten. I became quite good at this and enjoyed the inevitable banter.

In general, it was all good fun when Terry had a satisfying race and was placed in the results. Not so much fun was watching a race at Silverstone when the weather was appalling. Terry in the Fire Engine and our son Jeremy in a Lea Francis Hyper were in the same race and they could barely see the car in front of them from the spray coming off the track.

After closely watching Terry and Jeremy at Shelsley for some years I was chatting to Judy Portway after her run up the hill in her father Kenneth Neve's 1914 Humber when she said to me "Why don't you have a go? If I can do it, I'm sure that you can!" So after quizzing Terry about how many times and when he changed gear, he told me to put it into first off the line and then second at Kennel bend and then floor it up the hill. No problem!! I found that my first practice run was so exhilarating I was totally hooked and competed at the Vintage July meeting for the next three years. The worst bit was returning to the paddock and having to reverse the car into the tight garages. I used to try once or twice and then hold my hands in the air in frustration only to find that two or three chaps would willingly push the car in for me. I didn't break any records but it was all tremendous fun and always brought a smile to my face. I've never competed at Prescott with its very tight bends. It is such a long car.

In 1999 the Lagonda Club organised a wonderful trip to Epernay. We had a marvellous time with 66 other Lagondas and frequent stops at the champagne houses. Dinner in the caves at Chateau Mercier was stunning.

On one occasion, we were persuaded by David Marsh to enter the Buxton Rally in Derbyshire. We duly set off from Buxton but the car hated the small lanes and turns, the driver became very bad tempered and hated it even more, by which time the navigator was pretty cross too, so we gave up and went to the nearest pub. Rallying, we agreed, was not for The Fire Engine, or for us.

In contrast to Terry, Jeremy has never attempted to follow tulip diagrams in the Fire Engine but has stuck to competitive track and hill climb events, achieving 50.9 seconds at Prescott and winning the Lagonda/Bentley race at the Silverstone Bentley Drivers Club meeting in the late 1990s. He has also driven the car to Weston Super Mare to participate in the sea front sprint and to Silverstone for the Pomeroy Trophy.

The Lagonda lives a somewhat quieter life now although Terry, after successfully competing for 28 years and winning several trophies, is still campaigning The Fire Engine at Shelsley and Prescott and very much enjoying the new Hill climb at The Chateau Impney. The car never fails to attract admiring glances and continues to make us smile whether attending the regular Midland Lagonda Club meet at Ombersley, on a trip to the shops or out for lunch at the local pub.

Daughter Georgie now takes up the story

I remember very well that moment in Autumn 1987, when Dad took leave of his senses and bought a Fire Engine. On the day of collection, my brother Jeremy and I couldn't resist tagging along with Mum and Dad to see this great thing that had been so spontaneously acquired. Naively, I had imagined stretching out in the back seat of the 4 ½ litre Lagonda sports car, waving serenely at passing traffic as we wafted back home to Worcestershire. How wrong I was. What greeted us at Coys was a splendid red, shiny specimen - all gleaming chrome headlights, fat wheels and a fearsome side exhaust. And, of course, a tiny rear bucket seat which Jeremy and I proceeded to fold ourselves into, knees up to our chests, lasting barely half an hour before one of us got cramp and had to follow in the modern.

The burbling rumble of the Meadows engine was intoxicating and the car did indeed attract many admiring looks and waves. What an excellent adventure it was going to be! Naturally, I was itching to have a go behind the wheel but had to learn my craft in assorted Austin Sevens, competing in various VSCC events, and then progressing on to my husband's Derby Bentley in my first race at Silverstone. In the distance, near the front of the grid sat Dad, revving the Fire Engine, raring to go.

Eventually the honour was passed to me to drive the Lagonda and what better opportunity than in the VSCC's Ladies Race at Donington Park in 2009? There was an entry of around 20 cars, some with very newly qualified drivers who to their credit managed to avoid a spinning red Fire Engine as I lost grip on McLean's corner in the first practice lap. I don't remember the result but I had some good dices with Alex Pilkington in her 6C Alfa.

A year later I joined the Great Lagonda Race at Oulton Park for the 75th Le Mans Anniversary, coming in 11th out of a grid of 17. A rewarding day, not least as it earned me the Lagonda Club Ladies Trophy for a year. My most recent outing in the Le Mans Rep was to the Pomeroy Trophy at Silverstone on a freezing February morning. A temporary hood was pieced together by Jeremy and affixed in a precarious fashion to complete the required tests. Not a pretty sight but yet again such a pleasure to drive. Thanks Dad!

The Brewsters have been great supporters of the Lagonda Club Midlands Area and their current secretary, Robin Balmain, writes to bring us up to date with the sad news of two recent deaths. Our member Dave Tromans had been ill with Parkinsons disease and died just after Christmas. David was a long standing supporter of our meetings in his lovely 3 litre and will be greatly missed. Ian Hall who was not a member but attended meetings as a guest died shortly before Christmas just a few days after the death of his wife Ros. Ian will be remembered as a talented international rally driver and navigator with Peter Harper in the Rootes rally team driving a Sunbeam Tiger amongst others. From the other side of the world we have more sad news, that of the death of Ken Douch, member of both The Lagonda Club and the Rapier Register who lived in British Columbia, Canada. Ken joined the Lagonda Club almost exactly 5 years ago with a Rapier and post war 3 litre saloon which he was completely rebuilding with a Jaguar engine. The Rapier was passed to his sister, Sue, in 2015

Now to happier matters. In February the Midlands Area has a joint meeting with the V.S.C.C. and this year we are reverting to The Three Horseshoes at Wixford for a lunchtime meeting on Sunday 19th February. The post code is B49 6DG telephone 01789 608013. The pub has changed considerably since we last went there and if you wish to eat it is important to book a table. When phoning ask for Natalie and mention the club. We have a room reserved for us but early reservation is important otherwise you may find yourself elsewhere in the pub. There is very good food and beer but be aware that this is very much a dining pub as opposed to a drinking hole.

Finally don't forget to get your applications in for the Fougere rally in the Loire. There are some 20 entrants from the UK. For more information contact Patrick Rollet (a Lagonda Club Member) on [prkconseil@free.fr](mailto:prkconseil@free.fr) or view the event on the Rally website. <http://www.rallye-fougeres.org/htm/programme.asp>

**ADVERTISEMENTS:** All advertisements should be sent to Len Cozzolino ([len@cozzolino.co.uk](mailto:len@cozzolino.co.uk)). No fee for Club Members except Traders

## WANTED

Club member requires a David Brown gear box or parts of. Also a rough DB Lagonda car to restore into a convertible. Please call Jon 0753 333 3606

**A petrol tank cap for my LG45** or if the cap only is not available a complete assembly. See photo as this may not be a standard LG45 cap. Contact Sime Fraser on [simonf@newyatt.demon.co.uk](mailto:simonf@newyatt.demon.co.uk) or tel 01291 690270



Does anybody have a rear mounted spare wheel carrier for a 2 or 3 Lt. with cycle wings, complete or just some components would be welcome. This is the one that clamps onto the rear chassis cross-member. Also perhaps a No 9 Cozzette ? Call David Wall on 01603 782353 Office 01692 536479. 7 to 9pm only please

## FOR SALE

**1933 16/80 Project** for sale. Dismantled many years ago by previous owner. I must be realistic about some of my projects and so offer this for sale. V5 and buff logbook. I have not checked through but I was assured it was all there upon purchase. Bonnet, ENV 110, wings, lamps and instruments all present as is the dilapidated saloon body. Has potential. Must be worth £25.000 as there cannot be many left. Call David Wall on 01603 782353 Office 01692 536479. 7 to 9pm only please. Would consider a P/X with Austin Chummy Ford Y or similar.

**1935 M35R T9 body Tourer** for sale. Recent bare metal repaint. Generally refurbished and in very good mechanical order. Full set of weather equipment. £110,000. Contact Brian Griffin at [griffin.be@gmail.com](mailto:griffin.be@gmail.com) for full details, photos etc.

**LG45 Special** for sale. After 20+ years of successful racing, hill climbing and rallying, I am hanging up my helmet and boots. As a result, my well known, "Bentley beating", LG45 Special (Wotsit) is available for sale. It was featured in the club magazine 244 on page 7, and can also be seen in full flight at Le Mans in "The year of the Specials". I am offering her here first to see if there is a club member who wants to "hit the track running" with an extremely competitive, and some say beautiful, race prepared Lagonda. Interested persons should contact Nick Hine for more information 0044 7860848270 [nickhine@aol.com](mailto:nickhine@aol.com)



For sale reproduction Lagonda V12 bare radiator shell. Overall measurements 20" by 33.25". £400 ono. Tel 01635 269260 Newbury area, buyer collects".



## SERVICES TO MEMBERS

Vintage and Classic mechanical car clocks rebuilt, restored, overhauled and repaired. Please contact Simon Drachman (member D10) for further details. Vintage Watch Store, our shop is located in Hampstead, London NW3. We also sell Vintage and Classic clocks and watches and offer a full restoration and repair service. Contact 0759 830 1277 or [info@vintagewatchstore.com](mailto:info@vintagewatchstore.com). **(Trader)**

## NEW MEMBERS

We welcome the following new members:- \* Rejoin\*/

B78	Gavin Barlow	Unit 22 Sycamore Farm, Old Romney, Romney Marsh, Kent, TN29 9SY N/O
E16	Alan Eggleton	75 High St, Pirton, Hitchin, Herts. SG53PU N/O
*M68	Antonino Messina	Via Lacco Ameno c.Da Le Dun, Baia Di Ulisse, I-92100 Agrigento, Italy 1932 16/80 Saloon S10286 ME 90191

# THE POST 1945 GAZETTE

Lagondas the proper touring cars



## Welcome to:

**Stefan Wulff** Hamburg D-22043, Germany 1951 2.6DB DHC LAG/50/231 HH LG 51 H

**Auction watch** A few more Lagondas have come up for sale over the past month.

Firstly a Towns car:

<http://www.bonhams.com/auctions/23945/lot/8/?category=list&length=10&page=1>

and an LG45

<http://www.prewarcar.com/classifieds/ad214647.html>

in fact quite a number of pre-war Lagondas on that site:

<http://www.prewarcar.com/classifieds/by-make/lagonda-3.html>

## On fuels containing ethanol

Alan Heard sent me an interesting article on the use of fuels containing ethanol in older cars, modern cars of course, are designed with this use in mind. The article was printed in The Vintage Motor Cycle last December and is by Jeff Hurst who worked in the motor and chemical industries since 1961. He cites various uses of alcohol and alcohol containing fuels in motor cars from Henry Ford's Model T through the development of Discol by Shell and National Distillers in the 20's which was still in production into the 60's when it was finally phased out in 1968 in favour of tetra-ethyl lead as an anti knock agent. He says he is unaware of any issues with synthetic or natural rubber parts from the use of these fuels over all those years nor with contact with aluminium and aluminium alloy fittings. He goes on to discuss other issues like water absorption in the fuel tank and the difference in vaporization between petrol and alcohol but points out that the addition of 5% alcohol is unlikely to cause any issues there. Personally, and from my experience in the motor industry, I'd still be cautious. Fuel mixtures vary around the world and even from summer to winter. I've been made aware of any number of common household chemicals which can harm automotive elastomeric components. I once bought a new set of flexible fuel lines for my MGTD, nice braided stainless steel over the synthetic fuel lines and swaged fittings. After a few months on our Aussie petrol they were leaking like sieves, the fuel lines became porous. I can forward a scan of the article if you want it.

Speaking of ethanol, US Dept. Of Energy scientists have discovered a relatively simple way to convert carbon dioxide into ethanol. Read more at:

<http://phys.org/news/2016-10-nano-spike-catalysts-carbon-dioxide-ethanol.html>



**Post-war Lagondas now officially Post 1945**

Alan Heard has advised me that "You may be pleased to know we propose to have a small change to our Lagondas from Post war to Post 1945 Lagondas as per the newsletter. Also The Post 1945 Lagondas are the selected model for our annual gathering over the weekend of the 30th September & 1st October 2017

We need your support to make this hopefully the best display of Post 1945 Lagondas ever. Those that have not been contacted please let Alan Heard know at [alandheard@yahoo.co.uk](mailto:alandheard@yahoo.co.uk) if you would like to come." It's kind of a long swim for me, especially with a car in tow, but those on the ground in the UK should make the effort. – np

Aston Martin – Lagonda was the theme for the 2016 Antwerp Concours held last September. Quite a number of nice photos posted on the Lagonda Facebook page, also some here for those not using Facebook:

[http://www.oldtimerweb.be/fotos-oldtimer-evenement/12de-antwerp-concours-d-elegance\\_5805.aspx](http://www.oldtimerweb.be/fotos-oldtimer-evenement/12de-antwerp-concours-d-elegance_5805.aspx)

**DB Spares news** from Martin Peters, [mjpeters@supanet.com](mailto:mjpeters@supanet.com), tel: 01480-212657

Front outer engine mountings: I'm assured by the supplier that their arrival is imminent. Please monitor the website's DB section. <https://www.lagondaclub.com/shop/261-31/> They may even be in stock by the time you read this. No change regarding the front hubs, steering rack, etc, lock washers and shims project. Should anyone have a desperate need for any of these special washers / shims let me know - there may be enough stock available from the sample batches that were produced.

I regret having no additional news on parts projects nearing completion. We are, however, developing several more, all at the exploratory stage.

If you are having difficulty sourcing or repairing DB chassis or body parts that you think we could reasonably have made please let me know - we will at least look into it.

**If possible please order parts via the website.**

**DB Archives** Please send any information on your car(s) that you have not already submitted, to Arnold Davey, Registrar of The Lagonda Club. Arnold's address is in the Website or Member's Register. In addition I recommend sending the same information to Alan Heard for his Post 1945 Archives. He is also collecting body numbers. Alan's email address is: [alandheard@yahoo.co.uk](mailto:alandheard@yahoo.co.uk) and his postal address is: 1, Beaufort Gardens, Cranbrook, Ilford, Essex. IG1 3DB

**Club and other websites** The Club website, [www.lagondaclub.com](http://www.lagondaclub.com), is fully operational and continually being developed with information on spare parts for most models of Lagonda. The Newsletters, including the Post 1945 Gazettes, are archived here.

Also of great interest is the [www.lagondaforum.com](http://www.lagondaforum.com) run by Peter Schirg.

Ron Press' Post-1945 website [www.lagonda1949-1958.co.uk](http://www.lagonda1949-1958.co.uk) for DB Lagondas has a huge number of photos, with more being continually added and other information, including members who have parts for sale. A section for technical items was added some time ago.

For the 2.6 & 3 Litre visit [www.DB-Lagonda.com](http://www.DB-Lagonda.com)

For DB Rapide information visit <http://lagonda-rapide.com/>

For the William Towns V8 visit <http://lagondanet.com/>

Compiled by Nick Proferes. email: [nproferes@internode.on.net](mailto:nproferes@internode.on.net)

## SPARES NEWS – February 2017

E-mail; [spares@lagonda-club.com](mailto:spares@lagonda-club.com), website: [www.lagondaclub.com](http://www.lagondaclub.com)

### NEW PARTS NOW AVAILABLE

### PRICE

GSKV06 - V12 inlet manifold gasket. Improved design manufactured from Lamons high temperature mica material.	£23.80
ENGX04 - Ki-gass pump non-return ball valve spring.	£3.60
SPK405 - Scintilla PN/MN/GN magneto 'get you home' kit (contains 2 contact breaker main springs & 1 big contact breaker reinforcing spring.	£8.40
SPK406 - BTH CE6 magneto "get you home" kit, M45 (contains 3 main contact breaker springs).	£8.00

### G9 GEARS

We are procuring supplies of G9 gears; 2<sup>nd</sup> speed, 3<sup>rd</sup> speed and constant mesh pairs. The prices are £1260 – 2<sup>nd</sup> Speed pair, £1190 – 3<sup>rd</sup> speed pair and £1260 - constant mesh pair. In order to help to finance this, we are offering a 10% discount on advance orders received (and paid for) by the end of February (and no later).

All prices quoted are excluding VAT.

### NEW PARTS IN PROGRESS.

CST104 - 16/80 side water elbow.  
CST105 - 16/80 front head offtake, high water pump.  
CSTX03 - Ball end spare wheel spinner.  
CST210 - Water plate (machined) offside, LC, 2L  
CLT211 - 2L Camshaft cover plate (cast aluminium) for 14/60 and early HC cars.  
BEN201 - Starter bendix and pinion assembly for 2, 3 and 3.5 litre.  
BRKV06 - V12/LG6 front hubs.  
M45 shock absorber mountings & pins.  
LG45 rear spring U bolts.  
VLV107 - Camshaft, 16/80.  
Various half-shafts.  
4.5L Scintilla springs, brushes and contact screws.  
Various DB parts, please see Nick Proferes' Gazette for details.

### PARTS UNDER CONSIDERATION.

**Please e-mail Robin Cooke if you are interested in any of these. Your support will influence the Committee's decision to proceed or not.**

ZM 3L - LG45 - Steering wheel bosses.  
2L, 3L Fuel tank senders (3-terminal type).  
2L, 3L, 14/60 Baffle plate for flywheel (oil thrower).  
2L, 3L, 16/80 Pinion bearing for CWP.  
M45 fuel filler cap.  
M45 kingpins.  
4.5L rockers.  
PMP103 - 16/80 high water pump housing, fully machined  
ZM chassis - braking system (13 parts).  
All cars - range of gaskets in 'Chieftain' material.  
Various DB parts, please see Nick Proferes' Gazette for details.

**Second-hand Spares** We have recently put on the website a large quantity of 'new' second-hand spares covering a wide range of models.



**Update for the February Newsletter:** The Lagonda Club has received two invitations related to our relationship with Aston Martin Lagonda (AML) and the Aston Martin Owners Club (AMOC). Many members will have admired the Lagonda Taraf that AML brought to the AGM last year.

***The AMOC Concours Sunday 9<sup>th</sup> April from 9.00am - 4pm RAF St Athan:***

AMOC Concours Display will be inside one of the huge hangars that will ultimately be converted into the production line for the new DBX, making this a one-off opportunity and giving Members an exclusive look at this new site. **Lagonda Club display for around 20 cars – six Members already booked, including our President; please do support this event if you can.**

Celebration Display will be the DBS 6 cylinder model

There will be aircraft on show, various flying displays, driving opportunities and demonstrations.

***Lagonda Club AML Factory Visit & Lunch Wednesday 17<sup>th</sup> May Gaydon***

Club members are invited to AML to enjoy a guided tour of the factory at Gaydon and see at first-hand how their cars are built. Factory Tours are only available to a fortunate few. We are limited to 25 and members are encouraged to bring a Lagonda. Start at 10.00am with coffee on arrival, guided tour - in two groups, taking around 90 minutes; then view the current range of cars in the VIP Atrium and a buffet lunch. Early booking is recommended and secured by receipt of your cheque!

**We now have 16 folk booked and if you are hoping to join us please don't leave it too long to book!**

***Action here! Register now, by email or post***

Stephen Matthews, Heathercote House, Silchester, Reading, RG7 2PG

Email: [stephen@atrebatum.co.uk](mailto:stephen@atrebatum.co.uk)

In all cases please indicate which Lagonda you intend to use and your contact details:

1. Sunday 9 Apr 17 RAF St Athan

- a. I would like to participate in the Club Display? **or**  
b. You would just like to attend the event?

2. Wednesday 17 May 17 AML Gaydon

I would like to book to attend the tour and forward my cheque for £45 per head, cheques payable to the Lagonda Club please, plus any dietary requirements.